

FOURTEEN THOUSAND STRIKERS RETURN TO POSTS IN CHICAGO; ARBITRATE

CROWDS CHEER AS SERVICE
IS RESUMED AFTER A BRIEF
CHICAGO RAILWAYS STRIKE

Employees Finally Accept
Mayor Thompson On
Arbitration Board.

STORMY SESSION HELD

Head International Union
Will Likely Be Second
Member Commission.

Chicago, Ill., June 16.—The Chicago street car strike is over. It was settled by an agreement to arbitrate and by noon the familiar roar of the elevated trains and the gong of the surface cars were heard. With the appearance of the first surface cars windows of office buildings along the route were crowded with persons who cheered the visible evidence that the strike was at an end. The settlement was reached after an all-night conference behind locked doors in the mayor's office.

The arbitration board will consist of a representative of each side, with Mayor Thompson the neutral member. The latter generally was credited with ending the strike. The other arbitrators have not yet been named.

The strike was remarkable in that no violence was traced to a striker; no arrests were necessary, and for the good humor with which the public accepted it.

Chicago, Ill., June 16.—The strike of 14,000 street car men was called off at 5 o'clock today. All points at issue will be settled by arbitration. Operation of cars on all lines was to be resumed as quickly as striking men could be notified.

The first surface car was started from the south side shortly before 11 o'clock. It was greeted with cheers. Officials of the traction system telegraphed to eastern labor agencies not to employ any more men as strikebreakers. Six thousand men already had been started here, it was said. Sixteen hundred strike breakers arrived last night and were placed under guard in lodging houses and car barns.

The end of the strike, which has tied up electric transportation for two days, came with the selection of Mayor William Hale Thompson as the third member of a board of arbitration, the main question at issue. Officials of the companies will select an arbitrator by Saturday, it was announced. W. D. Mahon, international president of the street car men's union, probably will be named to represent the men.

The selection of Mayor Thompson came at the end of a 15-hour conference, which began at 2:30 o'clock yesterday afternoon. Union leaders, officials of the traction lines and members of the mayor's aldermanic strike committee were in attendance.

Costs Are Shod.

After both labor leaders and traction officials had announced they could reach an agreement, Mayor Thompson invited the conference to take off their coats. The mayor then looked the doors of his office. He told the men that he would keep them there until a solution of the situation was reached.

The mayor took a gold horse shoe from his desk and hung it over his desk clock.

"That was given to me for good luck," he said, "so I'm going to wish that it will bring good luck to this conference."

After a heated discussion on the question of selecting a third arbitrator, Leonard A. Busby, president of the Chicago surface lines, mentioned the name of Mayor Thompson. Names of scores of prominent men previously suggested had been thrown into the discard.

The committee representing the street car men, headed by W. D. Mahon, retired to another room to consider the proposal of accepting Mayor Thompson as an arbitrator. Within 15 minutes they returned.

Cheering Heard in Corridors.

"We'll take him," was the simple announcement that electrified the weary group of men. Handclapping and cheering echoed through the deserted corridors of the city hall.

Mayor Thompson unlocked the doors of his office. The labor leaders put on their coats and marched out, their faces wreathed in smiles.

"Wait a minute," called the mayor. "I want to tell you men how much I appreciate what you have done," he said.

"I will accept this responsibility and know that it will be hard. I will do the best I can to see that a square deal is given all around."

Sessions of the board of arbitration probably will be begun early next week, it was announced. The plan decided on stipulates that all questions at

RUSHING MARINES

TO SONORA, MEXICO

On Board U. S. Cruiser Colorado, San Diego, Cal., June 16.—Admiral Thomas B. Howard, on the flagship Colorado, expects to sail from San Diego at noon today for the Yaqui valley, Sonora, Mexico, with an expeditionary force of 300 marines under the command of Major McKelvey, fully equipped with machine guns and artillery and prepared for eventualities. The cruisers Cleveland and New Orleans, now at Guaymas, are prepared to take aboard refugees if necessary.

Issue will be heard without any advance concessions having been made.

Feeling Grows Tense.

Almost until the last moment the situation in the aldermanic conference was so delicate that it seemed impossible that an agreement could be reached. At times feeling was so tense that the aldermen feared to speak. There were others when the union representatives felt so little hope of an adjustment that they went to sleep. And there were long silences, too, between rejected suggestions.

Formal Agreement Signed.

The formal agreement of peace was signed this afternoon. The companies, the document showed, conceded in advance that the agreement would be for two years, and that the practice of hiring men for single trips only during rush hours would be abolished. All other points of difference will be arbitrated.

It was regarded as certain that the men would be represented on the board by Judge Kitcham Scanlon of the Cook county bench.

BUTTE UNION HAS
QUIT FEDERATION

Contributes Million in Funds, But
Claims Not Having Received One
Cent in Benefit.

Butte, Mont., June 15.—Alleging that in the 20 years of its affiliation with the Western Federation of Miners it had contributed \$1,000,000 to the federation, for which it had not received one cent's worth of benefit, the Butte Miners' union, the parent organization of the Western Federation of Miners, in resolutions late last night, formally withdrew from the federation.

The action by the miners is regarded as the outcome of friction between the Butte miners' union and the Western federation, which culminated a year ago in the dynamiting here of federation headquarters.

COLLISION SINKS
FRENCH WARSHIP

Torpedo Boat No. 331 Lost When It
Strikes British Steamer—Six of
Crew Drowned.

Cherbourg, June 15, (via Paris, June 15).—The French torpedo boat number 331 sank today after a collision with the British steamer Arleya. Six of the warship's crew were drowned. The others were rescued by torpedo boat number 337.

The torpedo boat number 331 was launched in 1907. It had a displacement of 97 tons and could make 26 knots an hour. Available shipping records contain no mention of a British steamer Arleya.

MEXICO MINE, LONG
IDLE, IS TO REOPEN

Douglas, Ariz., June 16.—It is reported here that the Canada Consolidated Copper company of Cananea, Mexico, tomorrow will reopen its mines, concentrator and smelter, normally employing 2,000 men. The properties of the company have been inactive since shortly after the outbreak of the Mexican war.

It is understood that satisfactory arrangements have been made with both the Mexican factions by which the safety of the property and employees is guaranteed.

Tornado Hits Blunt.

Sioux City, Iowa, June 16.—The tornado which hit the town of Blunt, S. D., yesterday is estimated to have caused a loss of 250,000 in Blunt and vicinity and injured a score of persons. No loss of life has been reported. The storm swept a path 40 miles long.

MINES TO GUARD
FRESH TRENCHES

Italians Report Elaborate System Installed by Austrians Along the Isonzo River.

Rome, June 15 (via Paris, June 16).—An elaborate system of entrenchments has been prepared by the Austrians along the Isonzo river, according to an official statement signed by General Cadorna. At some points there are several lines of trenches, some of masonry or concrete. These trenches are guarded by many mines and batteries.

The communication declared repeated Austrian attacks in Carnia were repulsed and said:

"On the Tyrol, Trentino, Cadore front we gradually are occupying dominating points. Except for distant artillery fire and new but unsuccessful attacks on June 13 against the summit of Vellone in the upper valley of the Piave, the enemy has not shown in this region any particular sign of activity."

"More intense attacks have been made repeatedly by the enemy in Carnia either near the defiles of Val Sesia, or against the rear line of Mont Avostanis, to the defile of Monte Croce. Here on the morning of June 14 the enemy made a vigorous attack, but was repulsed and pursued at the point of the bayonet."

"Long distance artillery actions occurred also in the zone of Monte Nero, on the Selema and Maxil front, and on the Kozilak."

"Along the Isonzo, on the line from Podgora to Montforton, and to the intersection of the Monfalcone canal, reconnaissance showed that the defensive works of the enemy on the Isonzo front include entrenchments, often in masonry or concrete reinforced by metallic sheeting and protected by a network of mines or batteries often placed before the earth. A very active night surveillance is exercised by the enemy."

"An examination of some of our wounded shows that the enemy is using explosive projectiles. An inspection of the remnants of projectiles also shows that the enemy has been employing devices explicitly condemned by international conventions."

"The health of our troops continues excellent and their spirit always is high."

Udine, Italy, June 16 (via Chiaso and Paris).—Italian troops are continuing with great vigor their attacks on the Austrian positions at Gorizia. The Austrians seemingly purpose to prevent the Italian march toward Trieste with the threat of Gorizia on their left flank.

Italian army officers describe the Austrian actions everywhere as purely defensive, except in the Carnia zone, where the best troops have been concentrated apparently for an offensive movement. It is thought here that Austria intends an invasion at this point to compel the Italians to concentrate for defense.

Fighting is fierce both night and day between the Inferno valley and Malborghetto. This battlefield is at an elevation of 7,000 feet. Italian reports declare that so far the Austrian attacks have failed.

RUSSIAN MILITARY
EDUCATOR IS DEAD

Petrograd, (via London), June 16.—Grand Duke Constantine Constantinovich, president of the Imperial Academy of Science and head of the department of military schools, died last night of heart disease, at the age of 57 years. He was a member of the reigning family and his heir is Prince Jean Constantinovich.

SUFFRAGETS ENTER
PROTESTS WITH TAX

New York, June 16.—Many woman suffragists who have forwarded checks to the city treasury in payment of taxes have inclosed with their checks protests on the historic ground that "taxation without representation is tyranny."

Rates Held Fair.

Washington, D. C., June 16.—The rate of 87 cents per ton on coal to Chicago from mines in the Sullivan-Linton group of Indiana was found today by the interstate commerce commission not to be unduly discriminatory, compared with 77 cents from mines in the Brazil-Clinton district in Indiana.

King Has Quiet Night.

Washington, D. C., June 16.—King Constantine of Greece passed a rather quiet night, according to the physician's bulletin received today at the legation here, although his pulse was intermittent and the affection of the intestines and kidneys persists. The temperature is only slightly over normal.

For New Portugal Cabinet.

Lisbon (via Paris), June 16.—President Braga has requested Jose Castro, acting premier and minister of interior, to form a new cabinet. Senor Castro became head of the ministry on the resignation of Premier Chagas on April 27 after the revolutionary outbreak.

LUSITANIA IS
FIRST VICTIM
AT ITS SPEED

No Steamer Going Over 14
Knots Ever Before Struck
by a Torpedo.

MOVING 18 WHEN SUNK

Chairman of Cunard Board
Says Only Communication
Through Admiralty.

London, June 16.—The inquiry into the sinking of the steamship Lusitania was resumed today, with the examination of Alfred Booth, chairman of the board of Cunard Steamship company. The attorney general, Sir Edward Carson, asked Mr. Booth why it was that the Lusitania was economizing by using only 19 of her 25 boilers at the time she was torpedoed.

"So far as submarines are concerned, there is no difference between 21 and 24 knots," Mr. Booth replied.

Mr. Carson then asked whether there was any difference between 18 knots, the speed at which the Lusitania was proceeding when attacked, and 21 knots. Mr. Booth replied that no steamer making more than 14 knots was known to have been struck by a torpedo from a submarine until the Lusitania was hit.

The witness said the Cunard company could not communicate with the vessel by wireless, except through the admiralty, and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the watertight compartments, the swinging out of boats on entering the war zone, and an order not to slow down to take on a pilot or to lie off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival. He said that all he knew relative to warnings issued to intending passengers was what he had read in the English newspapers, having received no dispatch on this subject from the New York office of the company.

Entire Discretion to Turner.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from doing what she did do; namely, entering the war zone on schedule." The witness replied he did not know what schedule time meant, but Captain Turner had been given entire discretion.

Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed, the Cunard company asked the admiralty to communicate with the ship concerning threats against it.

Mr. Booth said the bookings of first and second class passengers were nearly normal, but that the number of steerage passengers was only one-third the normal, which occasioned a loss.

Crew Poorly Trained.

Donald MacMaster, representing the Canadian government, asked Mr. Booth whether there had been installed on the Lusitania apparatus for the detection of submarines. The witness responded he had no knowledge of any workable device of this sort. Mr. MacMaster then asked whether by calling out both watches all the boilers could have been worked.

Baron Mersey, president of the court of inquiry, interrupted: "What difference would the speed make?" pointing out that the testimony thus far indicated that a speed of 18 knots might have been regarded as ample to escape a submarine. Mr. Booth said no instructions had been sent to the Lusitania to run at full speed through the danger zone. He also said that there were many poorly trained men in the crew.

The attorney for the stewards' union asked whether there were Germans working on the Cunard dock in New York. Mr. Booth replied that perhaps German-Americans or Americans of German descent were employed there. The attorney then asked whether it would have been possible for a spy to board the Lusitania for the purpose of signalling submarines. Mr. Booth answered that he was not prepared to say this would have been impossible but the company took all necessary steps to prevent such action.

RAILWAYS ASK MORE
FOR CARRYING MAIL

Portland, Ore., June 16.—By asking the Oregon public utilities commission to intercede with the federal authorities, the Western Association of Short Line railways, in session here today, has started a movement by which it hopes to obtain more pay for handling the United States mails.

SENATE ACCEPTS
ALL APPOINTEES

Confirmation Unanimously Given at
Executive Session—Important
Bills Are Passed.

Springfield, Ill., June 16.—The senate today went into executive session and by a vote of 44 to 0 confirmed Governor Dunne's appointment of George W. Dowell of Duquoin as a member of the state court of claims. This was the last appointment held by the special committee of five named to investigate the governor's recess appointments.

While in executive session, the senate also confirmed the appointments submitted by the governor on June 9 and June 15.

The Chicago home rule and traction merger bills died a quiet death this afternoon, when the house public utilities committee adjourned without taking action on them. A working quorum did not attend the meeting and Chairman McCormick announced that no further attempt would be made to consider the bills.

Governor Dunne announced today that he will sign the waterway bill recently passed by the legislature, at 2 o'clock Friday afternoon. Many who worked for the passage of the measure will be present to witness the act which will complete the enactment of the bill into a law.

THE WAR TODAY

A Zeppelin raid over the northeast coast of England last night caused the heaviest loss of life among non-combatants from such attacks during the war, with the exception of yesterday's raid by French aeroplanes over Karlsruhe, Germany. Details of the attack on the English coast are held back by the British censor, as in previous raids, but it is announced officially that 15 persons were killed and as many more wounded, and that several fires were started by the bombs. The attack on Karlsruhe caused the death of 19 persons and 14 were wounded seriously.

The invasion of the province of Trent by the Italians is proceeding steadily and according to the Italian general staff the dominating positions are being occupied gradually. The Austrians, who have dispatched 52,000 men from Trent to resist the invaders, have not yet accepted battle. On the Isonzo front the Austrians have prepared elaborate defenses including several lines of trenches of masonry or concrete.

German claims of new successes in Galicia are confirmed in part by an official statement from Petrograd. It is said the Germans brought up fresh troops and the Russians were compelled to fall back. No mention is made of Moeckla, capture of which was announced yesterday at Berlin.

The British army on the western front has resumed the offensive. It was announced in London today that the British had carried another line of German trenches west of La Bassee.

A French torpedo boat has been sunk in collision with a British steamer. Six of the crew were drowned.

FRANK HEARING MAY
BE FINISHED TODAY

Atlanta, Ga., June 16.—The hearing before Governor Slaton on Leo M. Frank's plea for commutation of his death sentence was resumed today with the prospect that it would be concluded by night.

William M. Howard, continuing his argument in behalf of Frank, took up the discussion of the testimony presented at the trial at the point where he left off when adjournment was taken Monday.

No Money for Inventions.
Washington, D. C., June 16.—Regulations governing the national advisory committee for aeronautics, which have just been approved by President Wilson, were made public today. The committee explains that no funds can be expended for the development of inventions or for experimenting with inventions for the benefit of individuals and corporations, as its functions are primarily for the benefit of the military and civil departments of the government.

THE WEATHER

Forecast Till 7 P. M. Tomorrow, for
Rock Island, Davenport, Moline
and Vicinity.

Showers this afternoon and probably tonight, cooler tonight, Thursday fair.

Velocity of wind at 7 a. m. 8 miles per hour.

Precipitation none.

Relative humidity at 7 p. m. 47, at 7 a. m. 79, at 1 p. m. today 78.

Stage of water T. S. a fall of 3 in last 24 hours.

J. M. SHERIER, Local Forecaster.

ASTRONOMICAL EVENTS.

Evening stars: Mercury, Saturn, Mars. Morning stars: Jupiter, Venus. The lone star, due south near the horizon about 9 p. m., is the head of the southern constellation Centaur.

FORCE FIGHT FROM CLOUDS
IN WAR ZONE; GERMANS RAID
TOWNS ON ENGLISH COAST

CLAIM TORPEDO HIT

VESSEL NEBRASKAN

Washington, D. C., June 16.—Ambassador Page at London has forwarded, with a complete report of naval experts who examined the American steamship Nebraska, fragments of metal found on the ship, which are said to strengthen the conclusion that the ship was torpedoed and did not strike a mine.

HAS NEW REMEDY
IN WHITE PLAGUE

But Discoverer's Claims Are Challenged by Delegate at National Convention.

San Francisco, Cal., June 16.—Delegates to the convention of the National Eclectic Medical association continued today the argument begun yesterday by Dr. H. L. Henderson, former mayor of Astoria, Ore., when he stated that he had discovered a remedy for tuberculosis, which, in its application by him, resulted in the permanent cure of 95 per cent of his patients.

This statement was challenged by Dr. E. B. Shewman of Cincinnati, Ohio, who said that he had tried the same remedy with result that 95 per cent of his patients died. He then demanded that Dr. Henderson give the assembled physicians the benefit of his knowledge.

Further discussion revealed that the remedy as described by Dr. Henderson is produced by the combination of salicylic acid and guaiacol.

VASQUEZ IS DEAD
OF FIGHT WOUNDS

Former Carranza Commander at Nuevo
Laredo Fatally Hurt in Battle of
Last Saturday.

Laredo, Texas, June 16.—General Hefez Vasquez, formerly Carranza commander at Nuevo Laredo, died yesterday near Monterey of wounds received in the battle last Saturday at Icamole, according to a telegram from Monterey received today in Nuevo Laredo.

The telegram declared Villa forces were defeated at Icamole, Nuevo Leon. General Vasquez took part in the recent fighting around Matamoros and bore scars from wounds received in fighting against Huerta, Orozco, Villa and Zapata.

RELIEF COMMISSION
CHAIRMAN EXPLAINS

New York, June 16.—Alexander J. Hemphill, treasurer here of the commission for relief in Belgium, made public a letter from Herbert C. Hoover, chairman of the commission in London, in which Mr. Hoover says he regrets that any misconstruction should have arisen in America concerning the operations of the commission.

Mr. Hoover explained the operation of the two divisions of the commission—the provisioning and the benevolent departments. Through the provisioning department, he said, gift food is sold to those who are able to pay for it, and the profits realized therefrom go direct to the support of the destitute Belgians who receive aid from the benevolent department.

Pennsylvania Confers Degrees.

Philadelphia, Pa., June 16.—Six honorary degrees were conferred by the University of Pennsylvania at its 153rd commencement today and 894 degrees in course and certificates were awarded. Among those given honorary degrees were: Doctor of science, Robert Andrews Millikan, professor of physics, University of Chicago, and Arthur Newell Talbot, professor municipal and sanitary engineering, University of Illinois.

Wheat Prospects Excellent.

Washington, D. C., June 16.—Excellent prospects of the winter wheat crop were very generally maintained during the week ending yesterday and the condition of spring wheat continues favorable, according to the department of agriculture's national weather and crop bulletin issued today.

Goethals Retires In Fall.

Washington, D. C., June 16.—Major General Goethals, governor of the Panama canal zone, will be retired from the army, on his own application, some time this fall. Under an act of congress General Goethals is eligible for retirement at his pleasure.

Retaliation for Onslaught on

Karlsruhe Costs Lives
of Fifteen.

NUMBER MORE INJURED

Projectiles Start Fires and
Considerable Property
Damage Results.

London, June 16.—A Zeppelin airship visited the northeast coast of England last evening and dropped bombs.

Fifteen deaths are reported from the district in question and 15 persons were wounded.

Some fires were started by the projectiles, but by this morning they had been overcome.

This information was contained in an official announcement made in London today.

Beginning with the German raid on the municipal area of London, May 21, in which four persons were killed, the past 16 days have brought out reports of a number of aerial attacks by both sides, all of which indicate a determination to force the fighting from the clouds.

An air attack by the airmen of one side has been followed so closely by a counter attack from the other, although on a different locality, that retaliation is strongly indicated. For instance, yesterday morning 23 aeroplanes attacked the German city of Karlsruhe, killing 19 persons and wounding 14, and inflicting material damage. The raid on England mentioned in the foregoing dispatch followed this onslaught within 24 hours.

The most important aerial engagements of the last two weeks, over the continent and England are: Aeroplanes of the allies attacked the headquarters of the German crown prince June 3, and two days later a German aeroplane dropped explosive bombs on the French seaport of Calais. On the sixth of June a Zeppelin airship visited the east coast of England and killed five persons on the ground below before it sailed away.

Warneford's Fate.
It was on the seventh of June that Warneford, the young Canadian aviator, destroyed a German Zeppelin in an air duel over Belgium. From his aeroplane he wrecked the dirigible and caused the death of her crew. On June 8 Ghent was badly damaged by a British raider and the following day Venice was bombarded by an Austrian aeroplane. On the 12th of June Austrian aviators bombarded towns on the Italian frontier, and two days later British airmen attacked the German dirigible sheds at Evere.

A French statement yesterday said the attack on Karlsruhe was made by 23 aeroplanes, which dropped 130 projectiles, causing a large number of fires. It was stated a serious panic was observed at the railroad station.

Nineteen Killed at Karlsruhe.
Karlsruhe, Baden (via wireless to London, June 15).—Nineteen persons were killed and 14 seriously wounded, while many others were slightly injured during the attack made on this city early yesterday morning by a fleet of French aeroplanes. The people remained calm, but are incensed because of the attack on an open town.

Berlin (via London), June 16.—Commenting on the aeroplane attack on Karlsruhe, Paul Becker, assistant chief editor of the Tages Zeitung, terms it "a nefarious and senseless act" for which "unscrupulous retaliation is demanded."

He declares Germany hitherto has retaliated for the bombardment of defenseless unfortified cities only by the bombardment of military localities, but that an example should now be made.

Herr Becker suggests that the best step would be a bombardment of the western portion of London.

Count Ernst von Reventlow, the naval expert of the same paper, returns this morning to the attack on the article of Eugen Zimmermann, general director of the Lokale Anzeiger, in favor of efforts toward a German-American understanding.

In an article headed "German propaganda for deliveries of weapons to Germany's enemies," the count says the defense by German newspapers of these weapon deliveries is one of the most incredible things which has occurred during the war.

The count says the press of the countries opposed to Germany will rejoice to learn that its own views are held and furthered by a portion of the German press. He argues that if the Lokale Anzeiger approves England's starvation plan, it therefore disapproves of the submarine campaign.